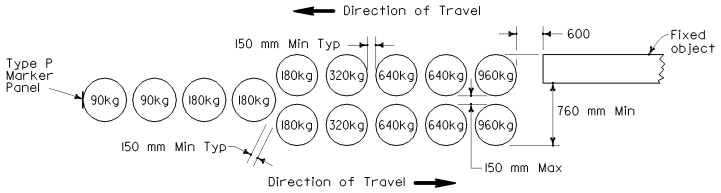
Caltrans Metric

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

Ellis K. Hirst
REGISTERED CIVIL ENGINEER

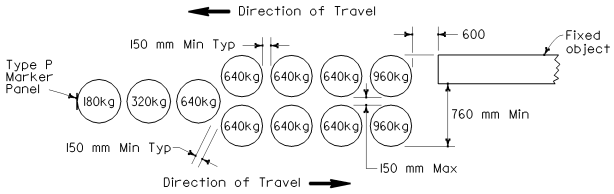
July 1, 2004
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Ellis K.Hirst
No. C17926
Exp. 6-30-05
CIVIL
STATE OF CALIFORNIA



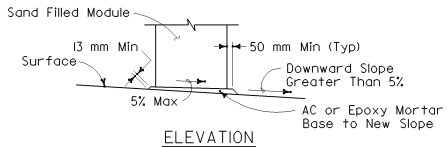
ARRAY 'BI4'

Approach speed 100 km/h or less



ARRAY 'BI1'

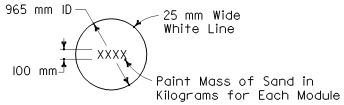
Approach speed 70 km/h or less



ELEVATION

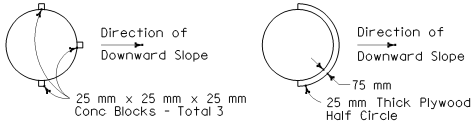
SLOPED SEAT DETAIL

(See Note 5)



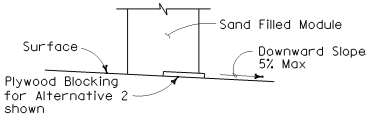
PAINTING DETAIL

(See Note 6)



ALTERNATIVE 1 ALTERNATIVE 2

PLAN



ELEVATION

BRIDGE DECK MODULE BLOCKING DETAILS

(See Note 7)

NOTES

1. (XXX) indicates module location and mass of sand in kilograms for each module. Module spacing is based on the greater diameter of the module.
2. All sand masses are nominal.
3. Each module is to contain amount of sand indicated, supported according to the manufacturer's instructions.
4. Bidirectional crash cushion arrays may be angled toward approaching traffic. Amount of angle not to exceed 10 degrees.
5. Modules shall be placed on asphalt concrete, epoxy mortar or concrete surface. Modules to be placed on surfacing with greater than 5% downward slope shall be seated as shown.
6. Mass of sand and outline of each module shall be painted on the surface at each module location.
7. Module blocking, epoxied to the deck surface, is required for all modules placed on bridge decks. Two acceptable alternatives are shown. Other alternatives recommended by the manufacturer and approved by the Engineer will be accepted.
8. Place the Type P marker panel so that the bottom of the panel is at the bottom of the module.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CRASH CUSHION, SAND FILLED (BIDIRECTIONAL)

NO SCALE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

A81C